



Growth Management Act – ABC's of Planning for State Transportation Facilities

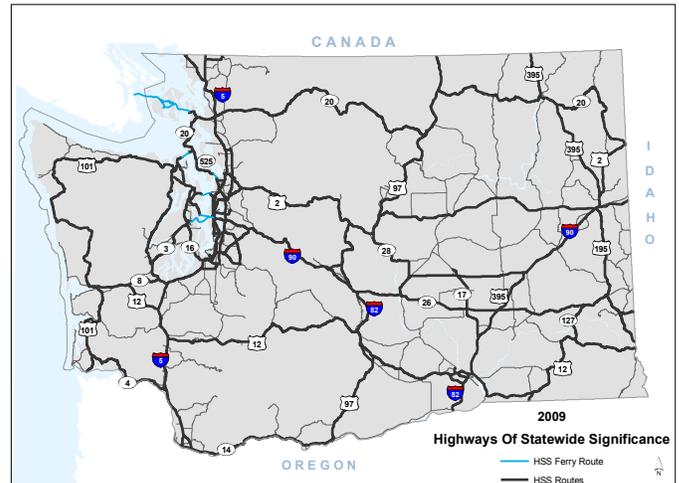
January 2016

Cities, counties, regional transportation planning organizations, and WSDOT share a common interest in providing a safe, reliable, and cost-effective transportation system. Because our state divides ownership and responsibility for the transportation system between different governments, the Growth Management Act (GMA) provides a unifying framework for coordinated planning. A few simple steps summarize the basic elements of local planning for state transportation facilities.

Analyze the State Transportation System

Include “estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land use decisions on state-owned transportation facilities.” *RCW 36.70A.070(6)(a)(ii)*

State, regional, and local governments sometimes use different methodologies for analyzing traffic impacts. When analyzing impacts to the state transportation system, local governments should coordinate with WSDOT for **highways of statewide significance** and their Regional Transportation Planning Organization (RTPO) for regionally significant highways. Local governments can use the state traffic impact methodology described in WSDOT’s **Development Services Manual** and **Design Manual M22-01.12, Traffic Analysis, Chapter 320.11**. Local governments using an alternate methodology need to discuss the applicability of the proposed methodology on the State Highway System with WSDOT.



Bring in the State Level of Service (LOS) Standards

Include “for state-owned transportation facilities, level of service standards for state highways... to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county’s or city’s six-year street, road, or transit program and the office of financial management’s ten year investment program.” *RCW 36.70A.070(6)(a)(iii)(C)*

WSDOT sets the level of service for highways of statewide significance, including ramps and ferry routes, in consultation with local agencies. ¹Regional transportation planning organizations establish the level of service for regionally significant state highways. ²Open a **map of state highway level of service standards** on the WSDOT Community Planning Portal to reference the level of service standards that apply to the highways in your jurisdiction.

Compile State Transportation System Needs

Evaluate how the traffic impacts analyzed in the first step affect the adopted level of service standards reported in the second step to identify state system needs.

¹ RCW 47.06.140

² RCW 47.80.030

Develop a Multiyear Financing Plan

Include “a multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program. . . The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management.” *RCW 36.70A.070(6)(a)(iv)(B)*

If growth in traffic, on a state transportation facility, does not result in the reduction of the level of service below the adopted standard, nothing further is required. However, if the growth in traffic results in the level of service on a state transportation facility falling below the standard, the next step is to address the impacts in a multiyear financing plan. Include any state, federal, or local funding available for state highway improvements, based on the state’s ten-year investment program. City and county plans should be consistent with the legislatively approved investment program as reported in the [Transportation Executive Information System Current Projects List](#). Please show sufficient detail in your multi-year financing plan to demonstrate whether funded improvements meet identified needs on state transportation facilities.

Explore other Options if Funding Falls Short

Include “if probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met.” *RCW 36.70A.070(6)(a)(iv)(C)*

If funded improvements identified in the multiyear financing plan are sufficient to maintain level of service standards on the state transportation system, nothing further is required. However, if probable funding falls short of meeting identified needs, the transportation element must include a discussion of how the city or county will maintain level of service standards on the state transportation system. Options include raising additional funding for improvements to the state system, modifying the land use plan, implementing additional demand management strategies, or funding improvements to the local network to accommodate planned land use changes and maintain the level of service standard on the state transportation system.

Frequently asked Question: How does Concurrency apply to the State Transportation System

RCW 36.70A.070(6)(b) requires jurisdictions fully planning under the Growth Management Act to

...adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

These transportation concurrency requirements

...do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. RCW 36.70A.070(6)(a)(iii)(C)

Read together, these statutory provisions do not require local governments (except Island County) to adopt a transportation concurrency requirement for highways of statewide significance, but neither do they prohibit local governments from doing so. Therefore, state highways, whether or not designated as highways of statewide significance, may be included in local transportation concurrency programs if a city or county chooses to do so.

Although the planning steps are straightforward, sometimes issues arise that are challenging. WSDOT is ready to work with you, understand your community goals, and identify opportunities to align our efforts and leverage resources to accomplish more than either of us can achieve alone.

Garner more Information

For more information regarding the ABC's of planning, contact a [WSDOT GMA contact](#) in your area or email [Karena Houser](#) or call her at 360.705.7876.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator Jonte Robinson at (360) 705-7082.